

Amendments to the Specification:

Please amend the paragraph beginning on page 6, at line 1 as shown below:

A service tool 106 may be periodically connected via data link 104 to program selected parameters stored in ECM 20 and/or receive diagnostic information from ECM 28. Likewise, a computer may be connected with the appropriate software and hardware via data link 104 to transfer information to ECM 28 and receive various information relative to operation of engine [[12]] 20, and/or vehicle[[14]] 11.

Please amend the paragraph beginning on page 9, at line 24 as shown below:

In the representative embodiment of the present invention illustrated in Figure 3, current ambient conditions are determined or monitored as represented by block 80. Ambient conditions may be determined using appropriate sensors or estimated or inferred depending upon the particular application. Preferably, block 80 includes at least a determination of the ambient air temperature as represented by block 82. The relative humidity may also be determined as represented by block [[84]] 85 using a sensor as represented by block [[86]] 87 or set to a predetermined value as represented by block 88. For example, rather than requiring a humidity sensor, the present invention may use a fixed high value for the relative humidity, such as 100 %, which represents a very conservative calibration for over protection strategy. This provides the greatest protection or margin of error for operating without formation of EGR condensation in the intake manifold. Of course, lower stored humidity values may be used in determining whether to bypass the EGR cooler and/or charge air cooler, although lower values are more likely to result in some condensation under certain ambient and operating conditions.

Please amend the paragraph beginning on page 10, at line 8 as shown below:

Current engine operating conditions are monitored or determined as represented by block 90. This may include determining the intake manifold temperature 92, engine speed and load 94, intake manifold pressure 96, EGR flow 98, and air/fuel ratio 120. The EGR flow

[[118]] 98 and air/fuel ratio 120 may be determined based on scheduled values or based on actual sensed values depending upon the particular application. The current ambient and operating conditions determined in blocks [[80]] 81 and 90, respectively, are then used to determine whether conditions are favorable for EGR condensation in the intake manifold as represented by block 122.

Please amend the paragraph beginning on page 10, at line 28 as shown below:

When the engine is running with the control command EGR ON, engine operation is defined as the EGR mode. IMT is measured and is called IMT_measured. IMP is measured and is called IMP_measured. IMT_measured and IMP_measured are used to calculate IMT-critical (dew-point temperature of the gases in intake manifold) using an equation discussed earlier to define the critical temperature as a function of selected influences as shown at 124. If IMT_measured > IMT_critical, then EGR is shut OFF as shown at [[28]] 128. Now the engine is operating in Boost mode (no EGR).

Amendments to the Drawings:

The attached sheets of drawings include changes to Figures 1, 2 and 3. These sheets, which include Figures 1, 2 and 3, replace the original sheets including Figures 1, 2 and 3.

Attachment: Replacement Sheet